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## INFORMATION REPORT INFORMATION REPORT

## CENTRAL INTELLIGENCE AGENCY

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COUNTRY	Poland	REPORT	
SUBJECT	The Electrotechnical Motorization Factory in Swidnica	DATE DISTR.	16 March 1957
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a document describing in detail the Electrotechnical Motorization Factory (Zaklady Wytworcze Elektrotechniki Motorzyczynej), located at 26/28 Westerplatte Street in Swidnica (Schweidnitz). The factory manufactures electrical components for automobiles, tractors, and tanks. The document includes information on the physical location of the plant, including a sketch map of the plant grounds; equipment; production; and brief sketches of some of the plant employees.

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**COUNTRY:** Poland**SUBJECT:** Electrical Automotive Equipment Factory  
in Swidnica**DATE OF INFO:****PLACE ACQUIRED:**

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*Electrotechnical Motorization Factory*

1. ~~The Electrical Automotive Equipment Factory (Zaklady Wytworosze Elektrotechniki Motorowaszyjnej)~~, located at 26/28 Westerplatte Street in Swidnica, manufactures electrical components for automobiles, tractors, and tanks. Originally set up by the Germans as a textile factory, during World War II the plant was re-equipped for the production of small electrical motors, certain electric aircraft installations, and Saba radio receivers.
2. The Poles began operating the plant in 1947, and until 1950 the output was limited to small transformers and electric pumps. Since 1950, however, the enterprise has been continuously expanding, additions of which include a machine shop, an automatic lathe shop, and a galvanizing shop, while certain other sections, such as the assembly shop, the armature-winding shop, and the tool-making shop have been enlarged. In 1952, a department for "special"<sup>1</sup> products was established.

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3. Covering an area of approximately 150 x 200 meters, the site of the plant is enclosed on the south and the west by a wall approximately 2.5 meters high and on the north and the east by a wire fence. Only one of the two gates, the one on Westerplatte Street, is used, while the gate on Rowna Street is almost always locked. All of the buildings are of ground-floor level, except for the one-story buildings occupying the administrative offices and the dispensary. Approximately 1200 workers are employed by the plant.
4. The following departments of the plant are directly concerned with production:
  - a. The Machine Department (Wydział I), comprising the following shops:
    - (1) The Punch Press Shop (Oddział Obróbki Bezwiorowej), consisting of approximately 15 hydraulic presses of various types (mostly of old German manufacture) with capacities of from 5 to 200 tons.
    - (2) The Lathes Shop (Oddział Obróbki Wiorowej), consisting of approximately 18 lathes of German, Soviet, and Polish manufacture and of various construction periods. The Polish machines are comparatively new products of the Zispa Plant in Poznan. The shop also contains approximately 10 horizontal drilling machines, approximately 12 milling machines, three turret lathes, two

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screw-cutting lathes (Rolerki), and five or six machines for cutting inner threads (Gwinciarki).

- (3) The Automatic Lathes Shop, consisting of 11 automatic lathes, the majority of which are of old German Index and Petermann manufacture, one Soviet "Leningrad" lathe, and one product of the Zisps Plant. The shop also contains one milling machine, manufactured at the plant, which serves for the machining of screw-head slots.
- (4) The Galvanizing Shop, consisting of approximately 35 vats for large work pieces and four for smaller parts, one gas-heated drying installation, one grinding machine, and six polishing machines of various types. In late 1956, further expansion of the shop was scheduled which included the installation of approximately 20 additional galvanizing vats, two gas-dryers, three polishing machines, and a sand-blasting apparatus.
- (5) The Gunstatator Shop, consisting of two medium-sized lathes, one hydraulic 20-ton bakelite press, one electric drying installation, and one gas-drying installation.

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b. The Electrical Department (Wydział II), comprising the following shops:

- (1) The Armature-winding and Insulation Shop, consisting of 12 armature-winding machines, one hydraulic 60-ton press, two gas-drying installations, one electric-drying installation, one wire-cutting machine, one wire-straightening machine, and one tin-smelting furnace.
- (2) The Assembly Shop (non-military products), consisting of two milling machines, two miniature lathes, one small press, three vertical drilling machines, and two voltage regulators (Manownia).
- (3) The Assembly Shop ("special" products), once solely equipped with two voltage regulators for tanks, now also consists of a tool-making shop, four grinding machines, eight lathes, four milling machines, three plane machines, three drilling machines, and some auxiliary equipment.

c. The Tool-making Department

d. The Annealing Department, comprising seven electrical furnaces and one gas furnace.

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- e. The Repair Shop, comprising one special purpose Zispa installation (Wytwornia Uniwersalna) for machining of specific components. The shop also contains two lathes, one milling machine, one plane machine, and three welding sets.
- f. The Electrical Laboratory, comprising two special installations: an apparatus for electrical precision cutting (manufactured at the plant); and one high-frequency annealing furnace.
- g. The Chemical Laboratory.
- h. The Motors Section (Isla Pomiarow).
- i. The Technical Control Department.
5. Although other Polish factories produce electrical automotive components, such as lamps, trafficators (sic), and batteries, the Swidnica plant is the only Polish enterprise to produce the following electrical equipment (average monthly output in parentheses): <sup>2</sup>
- a. Voltage regulators (Regulatory Napiecia) for Ursus tractors (400), Star-20 trucks (1900) and Warsaw and Lublin cars (1200). In the near future, voltage regulators will be produced for the Masur tractor and the Syrena car.
- b. Dynamos (Pradnice) for Ursus (400), Star-20 (800), and Warsaw and Lublin (1000).

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- c. Horns (Sygnaly) for Ursus (300), and Star-20 (2000).  
In August 1956, the plant started production of horns for Warsaw cars, although the components for Lublin cars are supplied by the USSR.
- d. Windshield wipers (Wycieraczki) for Star-20 (2500).  
In the near future, windshield wipers will be produced for Warsaw cars.
- e. Starter motors (Startery) for Star-20 (800 to 1000), and Warsaw (200 to 300). In the near future, starter motors will be produced for the Syrena cars.
- f. Stop lights (Wylaczniki Swiatla Hamulcowego) for Star-20 (2000 for mechanical brakes), and Warsaw (3000 for hydraulic brakes). However, the standard quality of the stop lights is considered unsatisfactory and only 10% to 15% of the output is serviceable.
- g. Fuel gauges (Wskazniki Poziomu Paliwa) for Star-20 (500), and Warsaw (200).
- h. Fuse boxes (?) (Skryzki Bezpiecznikowe) for Ursus and Star-20 (2000).
- i. Voltage regulators for T-34 tanks (100).<sup>3</sup>
6. The plant's output is destined for the Zeran Plant, the Ursus Factory, and the Motostyt Automobile and Spare Parts Marketing

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Agency. A considerable amount of the produce, particularly dynamos and dynamo components, are also shipped to the Jelenianskie Zaklady Samochodowe and the Vehicle Repair Shop (Olawskie Warsztaty Naprawy Taboru Samochodowego). Voltage regulators for the T-34 tanks are supplied to the Huta Baldon Assembly Plant in Gliwice.

7. The plant's raw material supply, particularly of non-ferrous metals, is very unsatisfactory and is stringently rationed in Poland. The major share of allocations is reserved for military and semi-military enterprises. However, tin and aluminum, the latter since the establishment of the processing plant in Skawina, can be obtained without difficulty. Supply is very low in bronze, brass, nickel, and particularly copper.
8. The following persons are employed at the Swidnica plant:

- a. Jerzy Boryk, chief technologist since 1956 and a machine engineer,

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- b. Maks Fajgenbaum, director of the plant since 1953 and former chief accountant at the Swidnica precision instrument factory,

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- c. **Zdzislaw Imiola, chief mechanic since 1954 and a machine engineer,**

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- d. **Josef Kornel, head of the "special" products department,**

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- e. **Kazimierz Olaszynski, chief designer for several years and an electrical engineer on the staff since 1950,**

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- f. **Ryszard Pawlik, head of the tool-making shop since 1954 and a machine engineer,**

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- g. **Henryk Pindras, chief engineer since 1953 and former machine engineer in Warsaw,**

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- h. Marian Tepper, head of the No. 1 machine shop and a turner without formal education

- i. Michal Tithow, production manager and technician,

- j. Telesfor Torumaki, head of the No. 2 machine shop and a former worker at the plant

- k. Eugeniusz Wojtek, head of the technical control department for several years and an experienced mechanic

9. Attached is a legend and sketch of the Swidnica Plant.

Comments:

1. Known to be military products.
2. Distributors, spark plugs, and ignition coils are ostensibly imported from abroad.
3. This is, in fact, the only military product of the plant.

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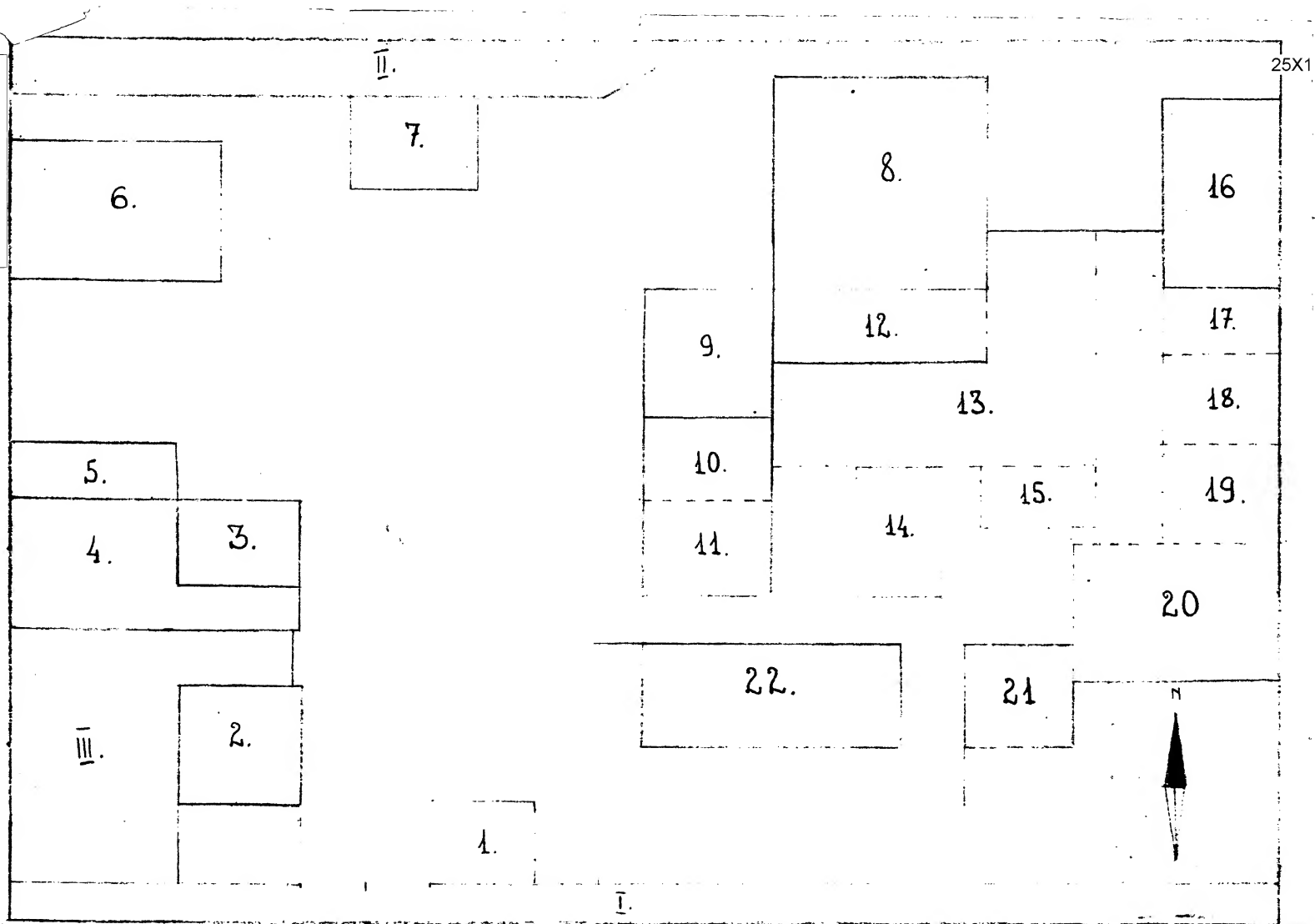
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**LEADER**

- I. Westerplatte Street
- II. Rowna Street
- III. Residential homes
  1. Gatekeeper's lodge
  2. Administrative offices
  3. Electrical laboratory
  4. Chemical laboratory
  5. Motors section
  6. Garage
  7. Dispensary
  8. Warehouses
  9. Offices
  10. "Special" products department
  11. Tool-making shop
  12. Punch press shop
  13. Lathes shop
  14. Annealing shop
  15. Department for distribution of components to shops (Rondzielnia)
  16. Galvanizing shop
  17. Automatic lathes shop
  18. Varnishing shop
  19. Armature-winding shop
  20. Assembly shop
  21. Repair shop
  22. Chemical store

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